

2/18

FF4-2 3-14
A25 DAM
14B/ 4313

27 MAY 1955

FIFTH ENDORSEMENT on VC-4 AAR ser 7-55, F4U-5N, 124721, accident occurring
18 February 1955, pilot DICKINSON

From: Commander Air Force, U. S. Atlantic Fleet
To: Chief of Naval Operations (OP-57)
Via: Director, U. S. Naval Aviation Safety Center

Subj: Aircraft Accident Report

(b) (5)

R. E. Riera

R. E. RIERA
By direction

Copy to:
BUAER (2)
CO, VS-32
CO, USS LEYTE (CVS-32)
COMCARDIV-18
CO, VC-4

1

ORIGINAL

VC-4/GGOR:ke
A25
Ser: 378
7 April 1955

FOURTH ENDORSEMENT on Officer-in-Charge, VC-4, Det. 51, U.S.S. LEYTE
(CVS-32) AAR 7-55 involving F4U-5N BuNo 124721 and
F4U-5N BuNo 123174

From: Commanding Officer, Composite Squadron FOUR
To: Chief of Naval Operations (OP-57)
Via: (1) Commander Air Force, U. S. Atlantic Fleet
(2) Naval Aviation Safety Activity

Subj: Aircraft Accident Report involving F4U-5N BuNo 124721 and F4U-5N
BuNo 123174

Ref: (a) VC-4 Operations Manual, Section 1207.3

(b) (5)

F. WALTINSKY
F. WALTINSKY

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NAVAVSFACTY (2)
COMCARDIV-18
USS LEYTE (CVS-32)
VS-32

ORIGINAL

2

FB2-18/31/dn
A25
Serial 106

28 MAR 1955

THIRD ENDORSEMENT on Officer in Charge, VC-4, Det. 51, USS LEYTE
(CVS-32) Aircraft Accident Report No. 7-55 involving F4U-5N, Bureau
No. 124721 and F4U-5N, Bureau No. 123174

From: Commander Carrier Division EIGHTEEN
To: Chief of Naval Operations (Op 57)
Via: (1) Commanding Officer, Composite Squadron FOUR
(2) Commander Air Force, U. S. Atlantic Fleet
(3) Naval Aviation Safety Activity

Subj: Aircraft Accident Report involving F4U-5N, Bureau Number
124721 and F4U-5N, Bureau Number 123174

(b) (5)

Copy to:
BUAER (2)
CO, USS LEYTE (CVS-32)
CO, VS-32

Clarke
R. S. CLARKE

OPS:WAS:aag
CVB32/125
Seq 00

21 MAR 1955

SECOND ENDORSEMENT on Officer-in-Charge, VC-4 Det-51, U.S.S. LEYTE (CVS-32)
Aircraft Accident Report involving F4U-5N, Bureau No.
124721 and F4U-5N, Bureau No. 123174

From: Commanding Officer, U.S.S. LEYTE (CVS-32)
To: Chief of Naval Operations (OPS-57)
Via: (1) Commander Carrier Division EIGHTEEN
(2) Composite Squadron FOUR
(3) Commander Air Force, U.S. Atlantic Fleet
(4) Naval Aviation Safety Activity
Subj: Aircraft Accident Report involving F4U-5N, Bureau Number 124721 and
F4U-5N, Bureau Number 123174

(b) (5)

E. W. Parish, Jr.
E. W. PARISH, JR.

Copy to:
CO, VS-32

4



UNITED STATES ATLANTIC FLEET
AIR ANTI-SUBMARINE SQUADRON THIRTY-TWO

CARE OF FLEET POST OFFICE
NEW YORK, NEW YORK

ADDRESS REPLY TO
REFER TO NO.

VS-32/A17-4
REB:tkc

Serial:

6

MAR 11 1955

FIRST ENDORSEMENT on Officer-In-Charge, VC-4, Det. 51, U.S.S. LEYTE (CVS-32)
Aircraft Accident Report involving F4U-5N, Bureau No.
124721 and F4U-5N, Bureau No. 123174

From: Commanding Officer, Air Anti-Submarine Squadron THIRTY-TWO
To: Chief of Naval Operations (Ops-57)
Via: (1) Commanding Officer, U.S.S. LEYTE (CVS-32)
(2) Commander Carrier Division EIGHTEEN
(3) Composite Squadron FOUR
(4) Commander Air Force, U.S. Atlantic Fleet
(5) Naval Aviation Safety Activity

Subj: Aircraft Accident Report involving F4U-5N, Bureau Number 124721 and
F4U-5N, Bureau Number 123174

(b) (5)

R. E. Brown
R. E. BROWN

AIRCRAFT ACCIDENT REPORT

OPNAV FORM 3700-1 (REV. 3-54)

PAGE 1 OF 28 PAGES

UPNAV REPORT-AT-100-1

THE AIRCRAFT ACCIDENT BOARD SHALL SUBMIT THIS REPORT TO THE C.O. OF THE ACTIVITY
IN ACCORDANCE WITH THE INSTRUCTIONS. IT SHALL THEN BE FORWARDED BY THE C.O. IN ACCORDANCE WITH CURRENT AAE INSTRUCTIONS.

1. DATE OF ACCIDENT: 18 February 1955 1910R 2. ACTIVITY SUBMITTING REPORT: Composite Squadron FOUR 3. AIR SERIAL NO.: 7-55

4. MODEL A/C: F4U-5H 124721 5. CHECK DAMAGE TO A/C: ☒ 6. REPORTING COMMANDER BY A/C: VC-4 Detachment 51

7. NAME OF UNIT OPERATING THE A/C: VC-4 Detachment 51 U.S.S. LEYTE (CVS-32) 8. UNIT TO WHICH OPERATOR ATTACHED: VC-4 Detachment 51

9. LOCATION OF ACCIDENT: U.S.S. LEYTE 29°46'N 72°12'W brng 120°T/5 mi.

10. PERSONNEL INVOLVED (Including name and injury code of those injured, and commands of A/C):

FULL NAME, RANK, SERVICE, FILE NO. (List person in control first):
Richard P. DICKINSON, LT, USNR-A, (b) (6) Pilot Cockpit 1

10. PILOT EXPERIENCE	TOTAL ALL MODELS	TOTAL THIS MODEL	LAST 12 MONTHS ALL MODELS	LAST 12 MONTHS THIS MODEL	LAST 6 MONTHS THIS MODEL	STANDARD/NO/NO
TOTAL HOURS	1850.9	334.6	261.1	96.0	81.2	30/FEB 9 1925
INSTRUMENT HOURS			42.5	18.2	11.1	DATE DESIGNATED
RIGHT HOURS			60.1	23.3	21.7	Unknown
BY LANDING STRIKE	75/14	69/14	49/14	8/2	8/2	

11. CHECK IF: 12. PURPOSE OF FLIGHT: Night Air Control 13. TIME IN FLIGHT: 446 00-10

14. TYPE OF ACCIDENT: Unknown, (See paragraph no. 32) 15. HAREOVER INVOLVED: Unknown, (See paragraph no. 32)

16. WEATHER: ☒ VFR ☒ IFR 7-1200* 5 17. DARKNESS: ☒ YES ☐ NO 18. CLEARANCE ISSUED: Operational IFR

19. WIND DIRECTION FORCE: 080° 22 20. ALTITUDE ON IMPACT: Unknown 21. STOPPING DISTANCE SPEED ON IMPACT: Unknown Unknown 22. DID FIRE FOLLOW IMPACT: ☐ YES ☒ Unknown

23. AIRCRAFT AND ENGINE DATA (Fill in all data in every case of material failure or malfunction, actual or suspected):

HISTORY	SERVICE NO.	HOURS IN THIS TOUR	TOTAL NUMBER OF OVERHAULS	FLT HOURS SINCE OVERHAUL	FLT HOURS SINCE ACCEPTANCE	TYPE OF CHECK LAST PERFORMED	FLT HOURS SINCE CHECK	REL. DATA SINCE CHECK
AIRCRAFT	2	12	1	266.7	793.1	60	2.5	1
ENGINE 1	W-2800-32W	P29614	1	551.9	1000.8	60	2.5	1
ENGINE 2								
ENGINE 3								
ENGINE 4								

HAS THIS A/C BEEN DAMAGED IN PREVIOUS ACCIDENT(S) DURING PRESENT SERVICE TOUR? ☐ YES ☒ NO IF "YES", GIVE DATE(S) OF PREVIOUS ACCIDENT(S) FROM SERIAL NUMBER IN THIS ACCIDENT, IF SUBMITTED

24. CONTRIBUTORY FACTORS (Check or fill in all data in every case of material failure or malfunction, actual or suspected):

25. CHECK CONTRIBUTORY FACTORS INVOLVED IN THIS ACCIDENT (Check or fill in all data in every case of material failure or malfunction, actual or suspected):

26. CHECK CONTRIBUTORY FACTORS INVOLVED IN THIS ACCIDENT (Check or fill in all data in every case of material failure or malfunction, actual or suspected):

27. CHECK CONTRIBUTORY FACTORS INVOLVED IN THIS ACCIDENT (Check or fill in all data in every case of material failure or malfunction, actual or suspected):

28. CHECK CONTRIBUTORY FACTORS INVOLVED IN THIS ACCIDENT (Check or fill in all data in every case of material failure or malfunction, actual or suspected):

29. CHECK CONTRIBUTORY FACTORS INVOLVED IN THIS ACCIDENT (Check or fill in all data in every case of material failure or malfunction, actual or suspected):

30. CHECK CONTRIBUTORY FACTORS INVOLVED IN THIS ACCIDENT (Check or fill in all data in every case of material failure or malfunction, actual or suspected):

31. CHECK CONTRIBUTORY FACTORS INVOLVED IN THIS ACCIDENT (Check or fill in all data in every case of material failure or malfunction, actual or suspected):

32. CHECK CONTRIBUTORY FACTORS INVOLVED IN THIS ACCIDENT (Check or fill in all data in every case of material failure or malfunction, actual or suspected):

33. CHECK CONTRIBUTORY FACTORS INVOLVED IN THIS ACCIDENT (Check or fill in all data in every case of material failure or malfunction, actual or suspected):

34. CHECK CONTRIBUTORY FACTORS INVOLVED IN THIS ACCIDENT (Check or fill in all data in every case of material failure or malfunction, actual or suspected):

35. CHECK CONTRIBUTORY FACTORS INVOLVED IN THIS ACCIDENT (Check or fill in all data in every case of material failure or malfunction, actual or suspected):

36. CHECK CONTRIBUTORY FACTORS INVOLVED IN THIS ACCIDENT (Check or fill in all data in every case of material failure or malfunction, actual or suspected):

37. CHECK CONTRIBUTORY FACTORS INVOLVED IN THIS ACCIDENT (Check or fill in all data in every case of material failure or malfunction, actual or suspected):

38. CHECK CONTRIBUTORY FACTORS INVOLVED IN THIS ACCIDENT (Check or fill in all data in every case of material failure or malfunction, actual or suspected):

39. CHECK CONTRIBUTORY FACTORS INVOLVED IN THIS ACCIDENT (Check or fill in all data in every case of material failure or malfunction, actual or suspected):

40. CHECK CONTRIBUTORY FACTORS INVOLVED IN THIS ACCIDENT (Check or fill in all data in every case of material failure or malfunction, actual or suspected):

OPNAV REPORT, 1961

18 February 1955		1910R		Composite Squadron Four		7-55	
F4U-5N 123174		GREEN DAMAGE TO A/C		VC-4 Detachment 51		VC-4 Detachment 51	
NAME OF UNIT OPERATING THE A/C		U.S.S. LEYTE (CVS-32)		VC-32 USS LEYTE (CVS-32)		VC-4	
LOCATION OF ACCIDENT		USS LEYTE 29°46'N 72°12'W brng 120°T/5 mi.		CAL NAVSTAFACTORY CHO (OPS-57)		VC-4	
				VC-4 Detachment 51		VC-4 Detachment 51	

2. PERSONNEL INVOLVED

A FULL NAME, RANK, SERVICE, FILE No. (Use service file number first)	B AGE	C BILLET	D POSITION	E INJURY
JAMES H. LONGWORTH, LT, USN, (b) (6)		Pilot	Cockpit	L

A PILOT EXPERIENCE	TOTAL ALL MODELS	TOTAL THIS MODEL	LAST 12 MONTHS ALL MODELS	LAST 3 MONTHS ALL MODELS	LAST 3 MONTHS THIS MODEL	INSTRUMENT RATE Special/NO/NO
TOTAL HOURS	3303.9	223.4	421.1	91.4	88.1	PILOT'S AGE
INSTRUMENT HOURS			70.6	15.6	15.6	28/JUL 14 1926
RIGHT HOURS			134.1	35.5	33.8	DATE DISMISSED
3 LANDINGS DAY/NITE	45/13	39/13	39/13	8/2	8/2	Unknown

1. Replacement of (1) P/U-5N	3/13	3/13	8/2	8/2	Unknown
2. Type of aircraft	12. PURPOSE OF FLIGHT Night Air Control				13. TIME IN FLIGHT 00-10
				CODE 486	

2. TYPE OF ACCIDENT	8804	13. MAJOR INVOLVED	446	00-10
Unknown. (See paragraph no. 32)	Y	Unknown. (See paragraph no. 32)		

<input type="checkbox"/> VFR <input checked="" type="checkbox"/> IFR		CEILING 7-1200 ¹	VISIBILITY 5	17. DARKNESS <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	18. CLOUDS OVERCAST
--	--	--------------------------------	-----------------	---	------------------------

<input type="checkbox"/> VFW	<input checked="" type="checkbox"/> IFR	7-1200 ¹	5	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	Operational IFR
A. WIND DIRECTION 080°	FORCE 22	3. ATTITUDE ON IMPACT Unknown	ANGLE OF IMPACT Unknown	STOPPING DISTANCE Unknown	SPREAD ON IMPACT Unknown	RE. AND MINE FOLLOW-UP IMPACT Unknown

2. AIRCRAFT AND ENGINE DATA (Fill in all data in every case of material failure of maintenance, record as reported)

<small>Use an all date in every case of unusual delays of performance, stated as approx.</small>							
HISTORY	SERVICE TOUR	MONTHS IN THIS TOUR	TOTAL NUMBER OF OVERHAULS	FLT HOURS SINCE OVERHAUL	FLT HOURS SINCE ACCEPTANCE	TYPE OF SERVICE LIST	NO. DAYS SINCE

AIRCRAFT	2	2	2	90.6	1359.1	90	24.8	28
MODEL	ENGINE	SERIAL NO						

ENGINE NO.	MODEL ENGINE	SERIAL NO. OF ENGINE	1	2	3	4	5	6
ENGINE 1	4-1R2800-32W	P29518	1	162.7	448.2	90	24.8	28

ENGINE 1	227718	1	162,7	448,2	90	24,8	28
ENGINE 2							
ENGINE 3							

[illegible]

AS THIS A/C BEEN DAMAGED IN PREVIOUS ACCIDENT(S) DURING PRESENT SERVICE TOUR ☐ YES ☒ NO

CONTRIBUTORY FACTORS (Check or fill in only one primary "P" factor, all others secondary "S")					
P	S		P	S	
<input type="checkbox"/>	<input type="checkbox"/>	PILOT (OR CREW) ERROR	<input type="checkbox"/>	<input type="checkbox"/>	MATERIAL FAILURE OR MALFUNCTION

PILOT (OR CREW) ERROR	<input type="checkbox"/>	<input type="checkbox"/>	MATERIAL FAILURE OR MALFUNCTION	<input type="checkbox"/>	<input type="checkbox"/>	Undetermined
ERROR OF OTHER PERSONNEL	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	

OTHER CONDITIONS INVOLVED IN THIS ACCIDENT: ☐ AIRPORT
☐ WEATHER ☐ AIRCRAFT ☐ COMMUNICATION DIFFICULTY ☐ AIRPORT
☐ CARGO ☐ TERRAIN

WAVE STRENGTH, TURBULENCE ☐ ROLLING DRICK ☐ COMMUNICATION DIFFICULTY ☐ AIRPORT HAZARD ☐ ROUGH SEAS ☐ TERRAIN CONDITIONS

EMERGENCY CONDITIONS
IMMEDIATE FORCED

PERSONNEL SAFETY EQUIPMENT USES

ORIGINAL

29. THE ACCIDENT

The aircraft were launched by catapult from the U.S.S. LEYTE (CVS-32) at 1900 and 1901 respectively. Lt. J. H. LONGWORTH flying 123174 and Lt. R. P. DICKINSON flying 124721. The forecast weather was marginal VFR. The hop was to be radar intercepts on instruments with a CGA approach and landing upon expending their external fuel. The planes were seen climbing to port after take off and later in a starboard orbit on the starboard beam of the ship joining up. At this time they were in and out of clouds. Lt. LONGWORTH later reported rendezvoused and unable to maintain VFR. He was assigned a tactical frequency and acknowledged the transmission. About this time, 1910, witnesses on the ship and in the air reported a bright orange flash and a continuing glow about 30 degrees relative to the ships heading and estimated 5 miles distant. The glow divided into two parts and one fell to the sea rapidly. The glow extinguished before contact with the sea. The other remained steady, losing altitude slowly and remained burning for about 25 seconds. It also went out before reaching the water. The ship attempted to contact the aircraft on the radio with no success. The remaining planes were recalled and landed and an extensive surface search was initiated.

30. DAMAGE TO AIRCRAFT

Both aircraft were lost at sea.

31. THE INVESTIGATION

(b) (5)



ORIGINAL

The investigation of the accident revealed the following facts:

(b) (5)



ORIGINAL

(b) (5)



ORIGINAL

(b) (5)



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ORIGINAL

AEROLOGICAL DATA FOR 190000Z FEBRUARY 1955

Clouds: 3/10 stratocumulus at 1200 feet (estimated) and 7/10 cumulus and stratocumulus at 2000 feet (estimated).

Visibility: 5 miles.

Weather: Continuous light rain.

Sea Level Pressure: 1017.1 millibars; 30.035 inches.

Temperature: 65.0 degrees fahrenheit.

Temperature, Wet: 62.0 Degrees fahrenheit.

Dew Point: 60 degrees fahrenheit.

Relative Humidity: 85%

Surface Wind: East, 22 knots.

Altimeter: 29.96 inches.

Freezing level determined at 181500Z: 10,200 feet.

P. A. Nelson
P. A. NELSON, LT., USN.
Aerological Officer.

Enclosure (1)

12

ORIGINAL

AIR FLOT LOG OF COMMUNICATION WITH S. G. 638 AND 640 AFTER RADIO
CHECK WITH FRY FLY AND LAUNCHING

18 FEBRUARY 1955

1900- Launched 638 and then 640 at 1901.

1909- S.G. 638 reported rendezvous ready Signal King

1909 - Told S.G. 638 and 640 expedite expending Jug and maintain
VFR if possible.

1910 - S.G. 638 reported unable to maintain VFR.

1910 - Told S.G. 638 and 640 switch button 8 for S. G. Control and
give S.G. a call - S.G. 638 rogered.

(NOTE: Pilots in S2F A/C reported that they heard 638 relay to 640.)

1911 - Pri Fly reported two flares stb. bow. Radio contact established
with 3 S2F. No radio contact 2 F4U's on 243.0MC, 318.6MC, 270.6MC.

1941 - Received word to retrieve aircraft.

2027 - Estimate fuel exhaustion at 2330R on S. G. 638 and 640.

T. D. MCBRIDE
LT USN

Enclosure (2)

13

All statements
withheld
under
exemption
(b)(5).

The Medical Officer's
Reports were withheld
entirely under
exemptions (b)(5)
and/or (b)6) of the
FOIA.

ORIGINAL

INDEX OF PHOTOGRAPHS

1. Togle to CO₂ bottle on life raft from F4U-5N Bureau Number 124721 (Lt. DICKINSON)
2. Togle to CO₂ bottle showing tears in raft from F4U-5N Bureau Number 124721. (Lt. DICKINSON)
3. Life raft and life raft pack from F4U-5N Bureau Number 124721. (Lt. DICKINSON)
4. Life raft pack showing oil stains and tears from F4U-5N Bureau Number 124721. (Lt. DICKINSON)
5. CO₂ bottle, showing dent from life raft from F4U-5N Bureau Number 124721. (Lt. DICKINSON)
6. Wood fragments from aileron found in vicinity of life raft. Believed from F4U-5N Bureau Number 124721. (Lt. DICKINSON)
7. Wood fragment found in vicinity of life raft. Believed from F4U-5N Bureau Number 124721. (Lt. DICKINSON)
8. Wood fragment showing blue cloth attached found in vicinity of life raft. Believed to be from F4U-5N Bureau Number 124721. (Lt. DICKINSON)
9. Portion of starboard stabilizer identified by San Diego O&R numbers and manufactures part numbers to be from F4U-5N Bureau Number 123174. (Lt. LONGWORTH)

2c

ORIGINAL

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EXHIBIT 17



ORIGINAL

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ENCLOSURE 20



ORIGINAL

ENCLOSURE 21

